

# Cohasset Mariner

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As the Mariner goes to press Tuesday night, all news and advertising copy must be received by Monday at 5 p.m. Classified advertising must be received by Monday at noon. Readers are invited to submit personal items, accounts of social functions, meetings, weddings and engagements. Photographs (black and white glossy) are also welcome.

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## Editorial

### Efficiency And Equanimity

One hates to apply the term "petty" to the action of any town board, however, that word as well as nitpicking, picayune, and niggling might well serve to describe the goings on at last Monday's School Committee meeting.

When approval of the previous week's minutes and warrant take up more than an hour of the Committee's (and visitors') time, when Committee members themselves complain that old business never gets attended to, when board members embark on discussions not directly relevant to the agenda item at hand, we suggest that meeting policy be reviewed.

The Mariner was told (during a much needed recess Monday night) by one board member that she didn't know if she would make through the meeting without bursting an artery. We later questioned the Chairman if he felt anything had been accomplished that night, and he responded, "I don't know."

We would be the last to deny School Committee members their right to question the policies and action of the board. But when objection is made because a board member other than the Chairman has signed the payroll to help ease the workload, and when it becomes necessary to have a debate and official vote specifically denoting the Chairman responsible for the signing of or designating a signer of the payroll, we say enough is enough. Enough ridiculous bureaucracy and needless suspicion because there is no need for it when a huge agenda with all kinds of matters — important ones, if they could ever be reached — still await the Committee's consideration.

It's a good Committee and that business needs its attention.

### Flashing Lights For Dangerous Intersections Urged By Residents

Selectmen will investigate the costs of flashing lights and reflectors at the intersections of North Main St. at Ripley Road and particularly Jerusalem Road at the request of concerned citizens.

Mrs. William Cox last week spoke for the North Main St. residents and their concern about the speed of cars at the intersections and the safety of pedestrians crossing or walking along the street.

Cox urged that flashing lights, or some type of signal, be placed at the intersection. She also urged that a policeman be on duty during Little League games because of children walking in the area and motorists' apparent disregard of stop signs and their failure to negotiate the curves

onto North Main St.

"We are generally afraid for the safety of all who walk there," Cox said. She added that she knew of individuals who perpetually run the stop sign coming out of Jerusalem Road, and could name them.

"I would hate to think that somebody would have to be killed on that corner before something is done," she said.

Selectman Arthur Clark predicted installation of flashing lights would be very expensive, although he agreed to discuss the cost with wire superintendent Stephen Wigmore. Clark also noted that residents may object to flashing lights disturbing them in their homes.

Clark suggested that abnormal speeds of drivers going

## Badger Poses Alternatives

To the Editor:

In referring to Mr. Tower's "commentary" — "Will The Voters Have Guts" — in your May 24 edition, it would seem to be less a matter of "guts" than knowing the facts of the wastewater problem, to bring the voters out.

First, Mr. Tower spends a lot of time on the matter of the dry process of disposal of sewage. This method has not even been discussed, except out of intellectual curiosity, and found wanting in every respect.

Secondly, it was the *Country Journal* of February 1979 (not October 1968) that describes the financial troubles of another small New England town by getting involved in a multi-multi-million dollar central treatment plant.

The the Dutch "Carrousel" or "merry-go-round" as it is referred to is not a dry disposal system. On the contrary it is very similar to the liquid rotary aeration plant now working overtime in Jacobs Meadow. The Dutch Carrousel, however, is widely proven as a remarkable system in Europe. It is as popular there as the Volkswagen auto is in this country. Therefore, it must be good to be as widely used as it is in Europe. We, however, need to learn about the Carrousel to understand its refinements, durability and remarkable cost effectiveness. As an innovative alternative to the recommended costly plant, it deserves consideration.

It is said in this "commentary" of Mr. Tower's that the town's share of the costs will be only 10 per cent. However, nothing comes that free in this life, for what the Federal Government or the town spends, comes only from us as citizens. Let's not kid ourselves about costs as outlined.

Much is said about our "soil not percolating" but three-quarters of Cohasset's sewage disposal is by on-lot septic tanks. Most of these tanks have been working well for years, and only about two per cent or less need repair each year.

around the Jerusalem Road corner onto North Main Street may be at fault.

Theresa Williams was concerned about the safety conditions of the intersections, but represented the faction of neighbors, she said, who would not like flashing lights installed. She suggested that a dangerous curve sign be used.

Mr. and Mrs. William Good noted that there is no continuing sidewalk along the left hand side of North Main Street. They felt that there should be a continuous walk there for access to the Little League field and the swimming pool located behind the playing field.



Whale Meadow requires pumping everything to reach it, while Jacobs Meadow is the lowest spot in town and gravity takes all liquid material there without pumping, therefore, avoiding its associated costs of maintenance.

Furthermore, the Dutch Carrousel at the upper end of Jacobs Meadows's 18 acres, requires only two acres of land compared to the four acres for Metcalf and Eddy's recommended plant. The Carrousel would also be inoffensive and attractively built. It is of interest that neighbors surrounding the present plant in Jacobs Meadow do not object to its presence.

From an environmental angle much is said pro and con about Jacobs Meadow as a bird sanctuary but it would be interesting to have some bird watchers count its use, in the center of town, by wildlife over a period of a week.

I remain realistic that Cohasset citizens should have

the privilege of understanding that there are other smaller, less pretentious, less costly, more cost effective plants for Cohasset that have not in the past, nor are being given now, any serious though publically by the Sewer Commission. We should of course look for low maintenance expenses. Furthermore greater efficiency in function can produce a purer effluent.

There are already a few of the town officials who are beginning to support this idea of alternatives in type of disposal plant but the citizens must speak their minds and question the perpetrators of the recommended costly giant disposal plant. The life style and pocketbook of every citizen of Cohasset is in jeopardy if the present Metcalf and Eddy plant is accepted.

Theodore Badger, M.D.,  
Chairman  
Cohasset Wastewater  
Study Group

### Mooring Dispute Questions Harbor Rules

Harbormaster Harry Ritter denied commercial fisherman Gerald Pattison a mooring for his 30-foot boat at the Selectmen's meeting last week.

Selectmen had requested that Ritter and Pattison attend the Board meeting to discuss the dispute in which Pattison claimed that other fishermen had "jumped over" the waiting list procedure and had received moorings without following harbor regulations. Ritter said that there was no space to accommodate Pattison's 30 foot boat in the commercial fishing area of the harbor.

Pattison now has a 20-foot mooring for his old boat, but had applied for a 36-foot mooring on Oct. 1976.

He charged that fishermen Bernard Salvador had received preferential treatment at the Selectmen's approval and allowing him to have more than one boat in the harbor. Pattison said that recently Salvador had replaced two old boats with new ones which were larger and oversized for the moorings.

Selectman Chairman Arthur Clark later explained that several years ago Salvador had one boat in the harbor and succeeded in gaining another mooring with the board's approval by registering it under the corporation name of Audrey P. Selectmen thereafter changed the regulation allowing such a practice, Clark said, and now mooring regulations dictate that only one boat per person may be moored in Cohasset Harbor.

Ritter said the Salvador simply brought in two new boats in the berths where two older boats had been. Salvador's 'Audrey P' was larger by 18 inches, he said, but the mooring could accommodate the increase.

Pattison further charged that the measurements of Salvador's new boats were given incorrectly and that Salvador had had more than two boats moored in the harbor. Ritter said that during the winter only Salvador had moored the old 'Audry P' as well as the new in the harbor when plenty of space was available.

Pattison referred to the permission that Salvador had received from Selectmen as the "loophole" and suggested that he and nay other fisherman wanting a mooring find a similar means of getting boats in the water. He said that none or all of the mooring and harbor regulations should be adhered to.

Ritter said that Pattison is entitled to the next 30 foot mooring, by way of inserting his name in the 30-foot section of the waiting list according to the date of original application. Ritter said that he could replace Pattison's name on the 30-foot list because the boat size was "within a ballpark range," although mooring regulations require that application be made again for boatowners wishing to moor boats of different size.

Although there are nine

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